its entire network in which most routes should make profit and a few routes may make losses. However, both the airlines constantly endeavour to improve its financial and operational performance by optimising utilisation of its resources. Some of the steps taken by both the airlines are as under:

Air India: (i) Additional A-310 aircraft capacity is being inducted through dry-lease; (ii) The short haul flights to Gulf are being replaced by A-310 aircraft instead of 747s; (iii) Sectors are being combined to increase the load factor thereby reducing costs and increasing revenues; (iv) Older AB4 aircraft have been withdrawn and replaced by A-310 aircraft and (v) Three old 747-200 aircraft which consume a lot of fuel are being withdrawn from operations.

Indian Airlines: (i) Comprehensive budgetary control system; (ii) Cost benefit analysis; (iii) Introduction of "Flexi Fare Policy;" (iv) Fare increase; (v) Better fleet & other resource utilisation; (vi) Improvement in quality of products/consumer services; (vii) Marketing initiatives; and (viii) Cost Control and Economic measures.

Airport at Greater Noida

†1356. PROF. M.M. AGARWAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government propose to develop an airport at Greater Noida for the operation of national and international flights;

(b) if so, the steps being taken by Government in this regard; and

(c) if not, what is Government's reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPAD YESSO NAIK) : (a) to (c) There is a proposal from the State Government of Uttar Pradesh to develop Taj International Airport and Aviation Hub. The proposal is at a preliminary stage.

Vacant posts in AAI

†1357. SHRI MUNAVVAR HASAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the posts of Chairman, Member (Operation), Member (P&A), Member (Finance), Member (Engineering) are pending since long in Airports Authority of India;

†Original notice of the question was received in Hindi.

(b) if so, the details thereof; and

(c) by when the said vacant posts are likely to be filled?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPAD YESSO NAIK) : (a) to (c) The post of the Chairman, Airports Authority of India (AAI) is lying vacant with effect from 1st January, 2002. The process for selection and appointment to the post of Chairman, AAI was started in time, but has been delayed on account of certain requirements for compliance of orders of Delhi High Court in the Letters Patent Appeal No. 234/2001. It is difficult to estimate the time by which the post would be filled. The post of Member [Operations] is lying vacant from October 2001. A panel of names has been recevied from Public Enterprises Selection Board [PESB]. A reference will be made to the competent authority as soon as the formalities are completed. As regards the posts of Members [Personnel and Administration], Member [Finance] and Member [Planning], extension of tenures of the present incumbents has been considered by this Ministry in consultation with the PESB. The extension of tenure of present incumbent of Member [P&A] has been referred and action is at hand to refer the others, to the competent authority.

Phone numbers at AI office, New York

1358. SHRI K. RAHMAN KHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the reason for Air India office at New York not having 1–800 phones when all other airlines have the facility of 1–800 numbers; and

(b) whether Government will direct Air India to provide/consider, 1–800 number for improving the services to its customers?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPAD YESSO NAIK): (a) Air India offices at New York are having the facility of 1–800 phones.

(b) Does not arise.

Purchase of new aircrafts by Air Sahara

1359. SHRI RAJU PARMAR:
SHRI BHAGAT RAM MANHAR:
Will the Minister of CIVIL AVIATION be pleased to state: